



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

M E M O R A N D U M

TO: **Community Advisory Council**

Bishara Addison, Senior Manager, Policy & Strategic Initiatives, Towards Employment
Erika Anthony, Vice President of Government Relations & Strategy, Cleveland
Neighborhood Progress
Justin M. Bibb, Chair, GCRTA Citizens Advisory Council
Barb Clint, Director of Community Health & Advocacy, YMCA
Carrie Dotson, Executive Director, Lifeline, Inc.
William Harper, Executive Director, United Way of Greater Lorain County
Melanie Halvorson, Managing Director, Community Planning and Allocations, Jewish Federation of Cleveland
Andrew Katusin, Director of Basic Needs, United Way of Greater Cleveland
Barry D. Kuzmickas, Transportation Manager, Cuyahoga County Board of Developmental Disabilities
Dorivette Nolan, Director of Policy, Planning & Educational Initiatives, Cuyahoga Metropolitan Housing Authority
Leo Serrano, Educator of Institutional Advancement, Cleveland Metropolitan School District
Parris M. Smith, Interim President and CEO, Lorain County Urban League
Laura Toth, Director, Medina County Office for Older Adults
Mary Warren, Program and Nominating Chair, League of Women Voters

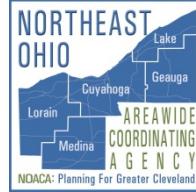
FROM: **Barb Clint, Chair**

DATE: **November 29, 2019**

RE: **Community Advisory Council**
Friday, December 6, 2019 from 10:30 a.m. to noon

NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

I look forward to seeing you on ***Friday, December 6th at 10:30 a.m. at the NOACA offices.***



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

Friday, December 6, 2019, 10:30 a.m. – 12:00 p.m.

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

COMMUNITY ADVISORY COUNCIL

Page

1. Minutes of June 28 and September 27, 2019 Meeting	1-1
2. Public Comments on Current Agenda Items	Oral
3. Chair's/Executive Director's Report	
4. Action Items (none)	
5. Presentation/Discussion Items	
a. NOACA SFY 2020 3 rd Quarter Project Planning Review	5-1
b. TLCI Planning and Implementation Applications	5-11
c. Stakeholder Capacity Building Update	5-15
d. Membership Expansion of Advisory Councils	5-17
e. SAVE Plan	5-21
6. Reports/Updates	
7. Old Business	
8. New Business	
9. Adjourn	

Next Regular Meeting:

Friday, March 27, 2020 at 10:30 a.m. – 12:00 p.m.

NOACA Offices, 1299 Superior Avenue in Cleveland, Ohio

Agenda Item No. 1

MINUTES



Community Advisory Council Meeting

June 28, 2019
NOACA Offices
1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Ms. Barb Clint, Chair of Community Advisory Council (CAC), convened the meeting at 10:40 a.m.

Meeting Minutes of March 22, 2019

CAC did not have a quorum so no action was taken on the minutes.

Public Comments

No public comments were made at this meeting.

Executive Director's Report

Ms. Grace Gallucci thanked CAC members for their service. She talked about the Irishtown Bend project; NOACA's INFRA Grant application for the project; and efforts made by the Northeast Ohio delegation to get funding for the project. Ms. Gallucci encouraged CAC members to reach out to their constituents to get support for the project. She informed members that they will receive a one-page fact sheet about the project, delegation contact list, and NOACA's 2019 Legislative Agenda.

Project Planning Reviews (PPRs)/Intergovernmental Review and Consultation (IGRC); 1st Quarter State Fiscal Year (SFY) 2020

Mr. Ed May provided background on PPR and presented information on the following projects:

- CUY – 43-1.98 (Widening Aurora Road from Solar Shopping Center Drive to Liberty Road) – This project involves the following roadway improvements: pavement resurfacing, minor widening, new traffic signal at Portz Parkway, 10' multi-use path on the south side, bike lane westbound (5' sidewalk) on the north side, new water line and storm sewer. The total cost of this project is \$8.1 million. No NOACA funds will be used.
- CUY IR 480 06.47/VAR Paint PID 22131 (Bridge Painting on IR-480 and SR10 in Fairview Park and Cleveland) – This project involves painting the structural steel of the bridges. The total cost of this project is \$34.5 million. No NOACA funds will be used.
- Laketran Bus Replacement – Laketran is planning to purchase a new 35-foot zero emissions battery electric transit bus which costs \$783,500. Funds for the bus will

come from the Diesel Emissions Reduction Grant (DERG) program and Laketran. No NOACA funds will be used.

Mr. May reviewed project comments from NOACA staff and advisory councils.

SAVE Plan

Mr. Brian Blayne provided background on SAVE, which is NOACA's strategic plan for transportation safety. The goal of the plan is to reduce fatalities and serious injuries by 50% by 2040; identify emphasis areas; and recommend strategies and actions.

Mr. Blayne reviewed the following:

- Annual fatalities and serious injuries (2007-2017)
- A comprehensive approach using the "6 E's"
- Fatalities and serious injuries by maintenance responsibility, local vs. state and emphasis areas (chart)
- Emphasis areas – targets and road departure 5-year average FSI trends
- Emphasis areas - Strategy #1: Identity high crash intersections and other trends through data collection and analysis; and Strategy #2: Promote the implementation of proven and low-cost safety countermeasures

Mr. Blayne stated that NOACA staff will inform and coordinate the efforts of its safety partners to build a better infrastructure, influence traveler behavior, and promote safer policies.

Mr. Lou Serrano asked if roadway departure is when drivers come off the highway. Ms. Gallucci said yes.

Ms. Clint asked if roadway departure also includes turn movements in driveways. Mr. Blayne stated that roadway departure is when someone departs (left or right) from a travel lane and sometimes hit an obstruction, such as a utility pole, ditch, or culvert.

Ms. Clint asked how will the SAVE Plan interface with the City of Cleveland's Vision Zero initiative.

Mr. Blayne mentioned that he is on the Vision Zero Task Force and the Data and Evaluation Subcommittee. He noted that Ms. Melissa Thompson, NOACA staff, is on the Vision Zero Design Subcommittee; and Ms. Kate Moening, NOACA staff, is on the Vision Zero Education and Outreach Subcommittee.

Mr. Bill Harper asked if the reduction in state funding for local municipalities contributed to the reduction in law enforcement capabilities. Mr. Blayne said NOACA staff did not look at the reduction in funding when developing the plan.

Mr. Harper mentioned that the reduction in funding has caused Lorain County to reduce the number of law enforcement officers, who enforce traffic laws, and has made it difficult to maintain the infrastructure.

Ms. Mary Warren commented on the high rate of speed some motorists drive on Route 2. She noted that police presence is needed on the route.

Ms. Gallucci stated that NOACA created the Safety and Operations Unit to address issues like the one mentioned by Ms. Warren.

Transportation for Livable Communities Initiative (TLCI) Program Update

Mr. Mike Kubek stated that the TLCI program provides \$2 million annually for projects (up to \$500,000 for planning studies and \$1.5 million for implementation projects). He noted that this year, applications will be accepted from August to October 2019.

Mr. Kubek reviewed the planning studies done in 2017, 2018, and 2019 and the following improvements made to the program:

- Addition of TLCI implementation project applicant interviews
- Stronger coordination with the City of Cleveland Planning Commission on project applications
- Stronger coordination with the City of Cleveland Mayor's Office of Capital Projects on TLCI implementation project applications and execution

Mr. Kubek reminded CAC members that at the meeting in February, NOACA staff presented the TLCI solicitation process and the City of Cleveland Planning Commission presented its process to partner with stakeholders and select needs to be included in NOACA TLCI applications. CAC members at that time said they would be willing to communicate the TLCI project solicitation to local stakeholders.

Mr. Kubek stated that a tailored project solicitation will be made to CAC and will include guidance on how to explain the process to interested parties looking to pursue project consideration.

Mr. Kubek said NOACA staff will continue to work with local communities to develop implementable planning studies that provide a vision with an implementation plan on how to integrate the TLCI program objectives into the communities.

Mr. Serrano asked staff to provide an example of an environmental justice objective.

Mr. Kubek stated that the purpose of environmental justice is to make sure burdens and benefits are shared equally. He noted that in the past, there has been a history of unfair practices. For example, years ago, the highway system was put in areas that had the cheapest properties, but the transportation benefits were too skewed and did not benefit low-income people.

Ms. Clint asked if TLCI planning funds are sometimes carried over to the next year. Mr. Kubek said yes and noted that staff evaluates the merits of each project and in some cases, planning studies awarded funds do not get done, so the money is carried over.

Ms. Gallucci mentioned that some CAC members expressed concern with the TLCI process, such as the public not having a say in what projects are approved by NOACA or the public not being able to provide input into the project selection. Ms. Gallucci asked Mr. Kubek to talk about the changes made to the TLCI process for the next round.

Mr. Kubek stated that advisory council members will be provided with a link to the applications weeks in advance so they can comment on projects and/or share the link with others who may want to provide comments.

Ms. Gallucci stated that some communities may not know what projects to submit to NOACA, may not be aware of the TLCI program, or may not agree with the projects submitted to NOACA. She asked Mr. Kubek to comment on how the TLCI process will be more comprehensive.

Ms. Kelley Britt stated that CAC members were not aware that each community has its own process, so a representative of the City of Cleveland was invited to the meeting to explain the city's process. CAC members wanted to understand how they could take what they learned from the City of Cleveland and share that information with people in their communities.

Ms. Clint mentioned there was some discussion at the meeting about getting input from smaller organizations so their projects would not get missed.

Ms. Gallucci stated that NOACA needs to think about what it can do region wide to ensure every community has an opportunity to apply and receive a TLCI grant. She noted that at a previous CAC meeting, some members suggested that NOACA make the public process part of the TLCI process. Ms. Gallucci said one option would be to require applicants to hold a public meeting/hearing prior to applying for a TLCI grant. She asked staff if the public process was discussed at the meeting in February. Ms. Britt said no.

Ms. Warren asked if public meetings are held in the communities. Ms. Gallucci said public meetings are currently held after projects have been selected and noted that some communities are not aware of the TLCI program or process, so NOACA needs to do a better job of helping communities solicit projects.

Ms. Erika Anthony asked if NOACA has the authority to mandate municipalities to host a public meeting.

Ms. Gallucci said yes and noted that it could be done during the application process. She also said NOACA requires a resolution from a governing body (administration and city council) to demonstrate that there is full support of an application. Ms. Gallucci talked about various issues that have come up in communities with respect to a project and/or TLCI grant.

Ms. Warren asked staff to provide CAC with dates and locations of future public meetings so members can share that information with others.

Ms. Clint inquired about the local match for a TLCI grant. Ms. Gallucci said NOACA no longer requires a local match for a TLCI grant.

Coordinated Public Transit Human Services Transportation Plan

Ms. Sarah White provided background on the Coordinated Plan; discussed the public outreach that was done; talked about how feedback was gathered from various sources and goals were developed for the future and strategies for implementation. She mentioned that NOACA is the designated recipient of FTA Section 5310 program funds for the Cleveland Urbanized Area (UZA). Currently, NOACA directs at least 60% of the funds to transit agencies and up to 40% of the funds to other specialized transportation providers. NOACA will use the Coordinated Plan as an evaluation tool to prioritize Section 5310 funding and guide current and future regional needs.

Ms. White mentioned that the NOACA Board of Directors approved *Mobilize: Accessibility for Independence* as the Coordinated Public Transit-Human Services Transportation Plan for Northeast Ohio for the years 2019-2022.

Air Quality Forecast and Advisories

Ms. Mara Caputo stated that NOACA forecasts daily peak eight-hour ground-level ozone concentrations and fine particulate matter concentrations. In 2019, daily forecasts for ozone began on March 1 and will conclude on October 31. Daily forecasts for fine particulate matter are year-round. NOACA posts daily air quality forecasts through AirNowTech, in affiliation with U.S. EPA.

Ms. Caputo stated that NOACA's ground-level ozone (O_3) and fine particulate matter ($PM_{2.5}$) forecasts are based on a review of several meteorological variables and model guidance.

Ms. Caputo reviewed the forecast performance of ozone for the NOACA region in 2019. She stated that NOACA's forecasts for good/moderate threshold were correct 68% of the time and the forecasts for moderate/unhealthy threshold were correct 100% of the time.

Ms. Caputo stated that the forecast performance of ozone was as follows for the period of March 1 - May 31, 2019:

<u>Agency</u>	<u>50 ppb</u>	<u>70 ppb</u>
NOACA	85%	100%
NOAA (6Z/12Z)	(89/89)%	(100/100)%

Ms. Caputo stated that NOACA staff will continue to track the forecast performance of ozone for NOACA and NOAA; track the forecast performance of particulate matter for NOACA only; collaborate with NOAA personnel to report model performance in Northeast Ohio; and provide the Air Quality Subcommittee and advisory councils with updates as necessary.

Mr. Harper asked if air quality forecasting changes people's behavior. Ms. Caputo said it will take some time to see if NOACA's educational campaign impacts people's behavior.

Mission Advancement Initiatives

Ms. Danielle Render stated that the division of External Engagement and Public Affairs will support CAC with its 2019 focus areas.

Ms. Render mentioned that an External Affairs Operating model has been developed to focus on several areas built around the following:

- Roles and responsibilities
- Leadership
- Organizational structure
- Communications, advocacy, public engagement and efforts to build stronger stakeholders relationships

Ms. Render provided an overview of the platform NOACA is looking to create. She asked CAC members if they would be willing to serve on a working committee to assist NOACA with devising a plan of action and discuss how they can help NOACA connect to community organizations; provide direction to facilitate ongoing engagements; and elevate NOACA's position and priorities.

Ms. Render stated that the working committee could have a brainstorming session at NOACA offices or by conference call. She noted that the goals are to have a purpose, leverage NOACA's network, maintain ongoing communication, provide guidance and support, bridge new ideas and strategic initiatives, and provide a stronger link with both local and national communities.

Ms. Render stated that building relationships to support legislative needs will help NOACA deliver its mission and strategic plans to its network and create opportunities for partnerships. She mentioned that there are no financial impacts and the next steps involve staff setting up a working meeting in July-October; creating an agenda for CAC discussions; leveraging a network/introducing a detailed plan in September; and having ongoing communications / an event to support the agenda / plan.

Ms. Anthony, Mr. Harper and Ms. Clint agreed to be on the working committee.

Ms. Clint suggested that staff send out an email to other CAC members, who were unable to attend this meeting, to see if they would be interested in being on the working committee.

Mr. Harper asked if CAC members should bring their marketing people to the working committee meeting. Ms. Render said yes and noted that it would be helpful to hear other perspectives.

Ms. Warren asked staff to provide her with the date, time and place of the meeting so she can share that information with the League of Women Voters.

Reports / Updates

No reports or updates were presented at this meeting.

Old Business

No old business was discussed at this meeting.

New Business

No new business was discussed at this meeting.

Adjourn

Ms. Clint stated that the next CAC meeting will be held at the NOACA offices on September 27, 2019 at 10:30 a.m. There being no further business, the meeting was adjourned at 11:50 a.m.



Community Advisory Council Meeting

September 27, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Ms. Grace Gallucci chaired the Community Advisory Council (CAC) meeting that convened at 10:05 a.m.

Meeting Minutes

CAC did not take action on the minutes because there was no quorum at this meeting.

Public Comments

No public comments were made at this meeting.

Executive Director's Report

Ms. Gallucci announced that NOACA's senior staff will be attending all CAC meetings going forward. NOACA senior staff members introduced themselves.

Ms. Gallucci stated that Ms. Mary Warren requested the status of NOACA's bicycle counts. Ms. Gallucci asked Ms. Kathy Sarli, NOACA Director of Planning, to comment on the status of the counts.

Ms. Sarli stated that staff is in the process of compiling data from the volunteer counts and the permanent counters. Ms. Gallucci mentioned that NOACA installed the permanent counters on roadways and trails. Ms. Sarli added that the permanent counters collect data 24 hours a day, 7 days a week.

ACTION ITEMS

No action items were presented at this meeting.

PRESENTATION / DISCUSSION ITEMS

Air Quality Public Education and Outreach

Ms. Mara Caputo provided background on the Air Quality Public Education and Outreach Strategy and reviewed the following:

- Mission Statement
- Strategy Document Outline – Action Plan that includes the following goals:
 - Goal #1: Increase awareness of the air quality challenge in Northeast Ohio
 - Goal #2: Educate the community on the causes and potential solutions for the air quality challenge in Northeast Ohio

- Goal #3: Empower employers, healthcare providers, and educational institutions with resources to be air quality champions
- Goal #4: Promote a culture at NOACA that better integrates air quality with other programs
- Goal #5: Promote strategies outside of NOACA to change transportation and infrastructure policy and increase clean air funding
- Draft Communication Plan (audiences)
- Best opportunities for NOACA to reach audiences
- Recommended types of paid advertising
- Communication Plan - key points

Ms. Caputo stated that NOACA will begin implementing the Air Quality Public Education and Outreach Strategy and Communication Plan and staff will provide CAC with updates.

In reference to Goal #5, Ms. Bishara Addison asked if NOACA is targeting a series of public policies or best practices used by communities to promote cleaner air.

Ms. Caputo stated that NOACA staff is looking at policies and practices that have been successful in the communities. Ms. Gallucci added that NOACA will include anti-idling legislation in its Air Quality Programs and will help communities develop legislation at the council level.

Mr. Joe MacDonald mentioned that some communities in the region currently have an anti-idling ordinance that NOACA would like to see implemented widely. He noted that staff would also work on enforcement to ensure there are teeth put behind the legislation.

Ms. Christine Matusik-Plas asked about the role of the health departments in NOACA's Communications Plan. Ms. Caputo stated that NOACA will collaborate with public health departments on the messaging since they are able to reach a lot of communities.

Great Lakes Hyperloop Status Update

Ms. Gallucci stated that information on the Great Lakes Hyperloop has not yet been made public.

Ms. Kathy Sarli provided an update on the Great Lakes Hyperloop Feasibility Study and presented information on the following:

- Phase 1: Project Objectives and Organization
Communications and stakeholder engagement plan
- Phase 2: Site Reconnaissance and Preliminary Route Analysis
- Phase 3: Technical and Financial Feasibility
Hyperloop Ridership Forecast in the Cleveland-Chicago-Pittsburgh Corridor
2022 Freight Revenue Forecast

2022 Total Passenger and Freight Revenue by Source in the Cleveland-Chicago-Pittsburgh Corridor
Socioeconomic and Transfer Payments Improvements Summary
Property Value Improvement by Station Coverage Area
Station Location at 150 mph

- Phase 4: Project Development Cost and Schedule

Mr. Justin Bibb asked how far away the Hyperloop will be implemented. Ms. Sarli stated that Hyperloop Transportation Technologies (HTT) has a test track in Toulouse, France and is planning to build a track in Abu Dhabi for the 2020 Expo.

Mr. Bibb asked who, locally, will pay for the Hyperloop. Ms. Sarli stated that the Hyperloop, fuel, maintenance and staff will be paid mostly by the private sector.

Mr. Bibb asked if NOACA looked at the investment priority of the Hyperloop versus local transit needs.

Ms. Gallucci stated that the Hyperloop would not compete against public transit for funding since the two are separate forms of transportation. She said there is an intrinsic partnership between Hyperloop and public transit systems, which need to be part of the process. She said there has been some discussion about including a ticket fee for public transit as part of the Hyperloop travel. Public transit agencies would be able to participate in the Hyperloop and get some subsidy for their systems and hopefully take up capacity at no additional cost moving forward.

Ms. Gallucci stated that the Hyperloop will be funded primarily by the private sector, while standards, safety policies, regulations would be funded by the public sector. She noted that pricing, fare structures, and fixed guideway structure should not impact public transit funding.

Mr. Bibb asked if local transit systems are involved in the Hyperloop discussion to ensure there is interconnection between the two models. Ms. Gallucci said yes and noted that transit systems are represented on the Technical Advisory Committees.

Ms. Addison asked what the difference is including cost between high speed rail and Hyperloop.

Ms. Gallucci stated that there are similarities between high speed rail and the Hyperloop because of the guideway. She said the Hyperloop would be twice as fast as high speed rail, would transport people differently, the mechanics would work differently, the cost to transport would be less, the cost to build the Hyperloop would be less, would produce more energy than it consumes; the pods would depart every 45 seconds and would be uniquely designed/configured.

Ms. Addison asked why there is a connection between Chicago, Cleveland and Pittsburgh versus a connection between Cleveland, Columbus, and Cincinnati. Ms. Gallucci stated that the connection between Chicago, Cleveland, and Pittsburgh was proposed to the private sector because of the Great Lakes. She noted that Phase II and Phase III of the feasibility study include connections to other cities including Columbus and Cincinnati

Ms. Addison asked if the Hyperloop is more energy efficient and better for the environment than alternative options. Ms. Gallucci said yes and explained how energy would be saved.

Ms. Laura Toth asked why there was no stop in Sandusky on the Hyperloop map since Cedar Point is a big tourist attraction.

Ms. Gallucci stated that there will be a stop in Sandusky and will be included in the pilot segment. She noted, however, that Sandusky was not included on the map because people travel to the city seasonally, not year round. She explained how one Hyperloop pod will stop at one location while the other pods continue on to other locations.

Ms. Addison asked if construction workers will receive training to build the Hyperloop. She also asked about the timeline to build the Hyperloop.

Ms. Gallucci stated that the requirements to build the Hyperloop are similar to a highway or rail system. She said there has been some discussion about manufacturing the Hyperloop in Northeast Ohio or another area of the Midwest.

Mr. Bibb asked how much money did the public sector invested in the Hyperloop. Ms. Gallucci said the private and public sectors each invested \$600,000. Mr. Bibb asked what the cost would be to build the Hyperloop. Ms. Gallucci stated that the proposed investment would be billions of dollars.

Ms. Matusik-Plas asked staff to talk about the user's experience at the King's Cross Station in London. Ms. Sarli said she could not comment on the user's experience, but noted that the train that travels from London to Attenborough is very well used.

SFY 2021-2024 TIP Projects Recommended for NOACA Funding

Mr. Randy Lane stated that NOACA is in the process of developing its SFY 2021-2024 TIP. He noted that the TIP contains road, bridge, public transit and other transportation projects scheduled for implementation and includes projects supported by federal funds through NOACA, ODOT and transit agencies. Mr. Lane mentioned that over 700 potential projects were identified through a comprehensive planning process. He noted that approved projects represent the priorities in the LRTP and align with asset management and performance measures initiatives. Mr. Lane reviewed the following:

- Project Prioritization – STBG, TAP and CMAQ Programs
- Regional priority
- Approved projects to receive STBG, TAP, and CMAQ Program funds
- NOACA funding by general project type is a total of \$148.6 million)
- Impact of approved projects

Mr. Lane stated that staff will work with the sponsors of approved projects to finalize the scopes, schedules and fiscal constraint for inclusion in the SFY 2021-2024 TIP. He noted that the final draft TIP will be presented to the Planning and Programming Committee for review on January 17, 2020 and then to the Board for approval on March 6, 2020.

Ms. Gallucci thanked CAC members who advocated for the INFRA grant for the Irishtown Bend project.

NOACA SFY 2020 2nd Quarter Project Planning Review

Mr. Ed May provided background on PPR and presented information on the following projects:

- CUY IR 77 11.21 Major Rehabilitation (PID 105743) - This project involves replacing pavement on IR-77 from approximately the CSX Bridge to Broadway Avenue (SR-14). The total cost of this project is \$71.2 million. No NOACA funds will be used for this project.
- CUY IR 77/Miller Rd Interchange (PID 104983) - This project involves completing the existing partial diamond interchange at IR-77 and Miller Road by adding exit and entrance ramps, auxiliary lane, left turn lanes, and right turn lanes. The total cost of the project is \$4.9 million. No NOACA funds will be used for this project.
- CUY IR 90 6.83 Major Rehabilitation (PID 76779) - This project involves replacing the pavement along I-90 from the Hilliard exit ramp bridge to I-71 in Rocky River, Lakewood and Cleveland. The total cost of the project is \$103 million. No NOACA funds will be used for this project.
- CUY IR 271 10.24 Noise Barriers (PID 108655) - This project involves constructing approximately 3,200 feet of Type I noise barrier along the east side of IR-271. The total cost of the project is \$1.6 million. No NOACA funds will be used for this project.
- GCRTA FY 2020 Capital Program & 2016, 2017 and 2019 Revision - Four projects need to be added to the FY2020 Capital Program and revisions need to be made to five existing grants. The total cost of the program is \$54.5 million. No NOACA funds will be used for this program.

Mr. May reviewed project comments from NOACA staff and the advisory councils. He noted that staff will coordinate with the project sponsors accordingly.

NEORSD 2020 Green Infrastructure Grant

Mr. Joe MacDonald stated that NOACA submitted a request to NEORSD to get a Green Infrastructure Grant for its Net Zero Cool proposal. He reviewed the following phases of NOACA's green project:

- Phase I (Building) (\$360,000)
- Phase II (Parking Lot) (\$350,000)
- Phase III (Walls "Ribbon That Wraps The Package") (\$95,000)

Mr. MacDonald also reviewed the annual runoff reduction benefits of Net Zero Cool and the timeline for NOACA to implement the project if it receives the grant. He said if NOACA is awarded the grant, the proposal will be presented to the Board on December 13, 2019; project construction would begin on March 31, 2020 and would be completed by March 31, 2021.

Reports / Updates

No reports or updates were presented at this meeting.

Old Business

No old business was presented at this meeting.

New Business

No new business was presented at this meeting.

Adjournment

Ms. Gallucci stated that the next CAC meeting will take place at the NOACA offices on December 6, 2019 at 10:30 a.m. There being no further business, the meeting was adjourned at 12:00 p.m.



2019 Community Advisory Council Attendance Record

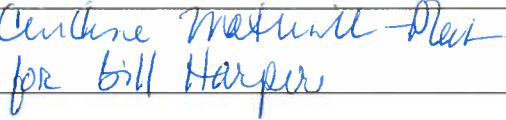
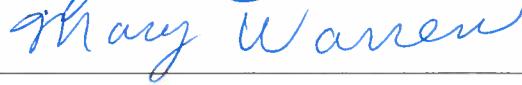
MEETING DATES	3/22/19	6/28/19	9/27/19	12/6/19
Bishara Addison – Towards Employment	X		X	
Erika Anthony – Cleveland Neighborhood Progress	X	X		
Justin Bibb – GCRTA Citizens Advisory Council Josè Feliciano, Alternate			X	
Barb Clint – Clevelanders in Motion	X	X		
Carrie Dotson - Lifeline, Inc.				
Melanie Halvorson – Jewish Federation of Cleveland Shelley Fishbach, Alternate	X			
William Harper - United Way of Greater Lorain County Christine Matusik-Plas, Alternate	X	X	X	
Andrew Katusin – United Way of Greater Cleveland	X			
Barry D. Kuzmickas – Cuyahoga County Board of Developmental Disabilities John "Doug" Dickerson, Alternate	X			
Dorivette Nolan – Cuyahoga Metropolitan Housing Authority			X	
Leo Serrano - Cleveland Public Schools	X	X		
Laura Toth – Medina County Office for Older Adults	X		X	
Mary Warren - League of Women Voters	X	X	X	
Frank Whitfield - Lorain County Urban League	X			
TOTAL MEMBERS ATTEND:	11	5	6	

X=Member present A=Alternate



Community Advisory Council Meeting September 27, 10:30 a.m. – 12:00 p.m.

Member Sign-in Sheet

MEMBER	SIGNATURE
Bishara Addison – Towards Employment	
Erika Anthony – Cleveland Neighborhood Progress	
Justin Bibb – GCRTA Citizens Advisory Council José Feliciano, Alternate	
Barb Clint – Clevelanders in Motion	
Carrie Dotson – Lifeline, Inc.	
Melanie Halvorson – Jewish Federation of Cleveland Shelley Fishbach, Alternate	
William Harper – United Way of Greater Lorain County Christine Matusik-Plas, Alternate	
Andrew Katusin – United Way of Greater Cleveland	
Barry D. Kuzmickas – Cuyahoga County Board of Developmental Disabilities John "Doug" Dickerson, Alternate	
Dorivette Nolan – Cuyahoga Metropolitan Housing Authority	
Leo Serrano – Cleveland Public Schools	
Parris Smith – Lorain County Urban League	
Laura Toth – Medina County Office for Older Adults	
Mary Warren – League of Women Voters	

Agenda Item No. 2

PUBLIC COMMENTS

Agenda Item No. 3

CHAIR/EXECUTIVE DIRECTOR'S REPORT

Agenda Item No. 4

ACTION ITEMS

Agenda Item No. 5

PRESENTATION/DISCUSSION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Community Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 27, 2019

RE: **Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 3rd Quarter State Fiscal Year 2020**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed project to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

GG/rl/8355c

Attachments: Project Summary

Improvements along Cleveland Avenue in Elyria

Title: Improvements along Cleveland Avenue in Elyria

Sponsor: City of Elyria

Estimated Total Cost: \$7,206,891

Proposed Source of Federal Funds: ODOT and NOACA

History/Background: The Ohio Department of Transportation (ODOT) Safety program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation. The program is funded at approximately \$100 million annually. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes.

There are two application cycles per year. Applications must be signed off by the respective ODOT District Safety Review Team. A safety engineering study must typically accompany the application unless the application is for preliminary engineering funds to complete the study.

The following project was selected for Highway Safety Improvement Program (HSIP) funding.

The NOACA Board of Directors adopted Resolution 2019-045 approving the projects to be funded with NOACA administered Surface Transportation Block Grant (STBG) funding and STBG set-asides for Transportation Alternatives Projects (TAP) for the state fiscal year (SFY) 2021 – 2024 Transportation Improvement Program. The projects recommended for NOACA funding included rehabilitation of Cleveland Street, in the City of Elyria.

Proposed Project: LOR CR-658 - 00.00 (CLEVELAND ST): PID No. 110986 - This project involves rehabilitation along Cleveland Street, from East Bridge Street and Gulf Road to Hawthorne Street in Elyria (maps and illustrations). The work will include full and partial depth pavement repair, resurfacing, replacement of curbs, deteriorated culverts and roadway drainage catch basins, and installation of a roadway underdrain system and conduit. The City will also implement a road diet, reducing the number of lanes along Cleveland Avenue, from four (4) through lanes to three (3) lanes (one lane in each direction and a center turn lane).

According to the sponsor, the number of curb cuts will be minimized, access point locations will be controlled and bicycle lanes will be possible. The project will also include crosswalks, ADA (Americans with Disabilities) ramps, intersection improvements, new sidewalk, lighting and the creation of bicycle lanes. The project will also include pavement markings, signage and the replacement of the traffic signal at the intersection of Olive Street and possibly Gulf Road. Traffic calming measures will also be considered with the project including curb bump-outs and contrasting pavements. The project will also involve improvements to the intersection at East Bridge Street/Cleveland Street with four-leg non-circular roundabout.

The STBG funding is dedicated to the roadway rehabilitation component of the project. The HSIP funding is dedicated to the road diet and roundabout components of the project.

The project's estimated total cost is \$7,206,891. The estimated cost of preliminary engineering preliminary development (PEPD) is \$352,952. The estimated cost of preliminary engineering detailed design (PEDD) is \$173,842. The estimated cost of right-of-way (RW) is \$300,000. The PEPD, PEDD and RW will be funded with HSIP funds (\$744,115) and local funds (\$82,679). The estimated cost of construction (CO) is \$5,900,097. The CO will be funded with STBG funds (\$3,329,686), HSIP funds (\$1,255,885) and local funds (\$1,314,527). The estimated cost of construction engineering (CE) is \$480,000. The CE will be locally funded.

Staff Comment (Summary):

RECOMMENDATION:

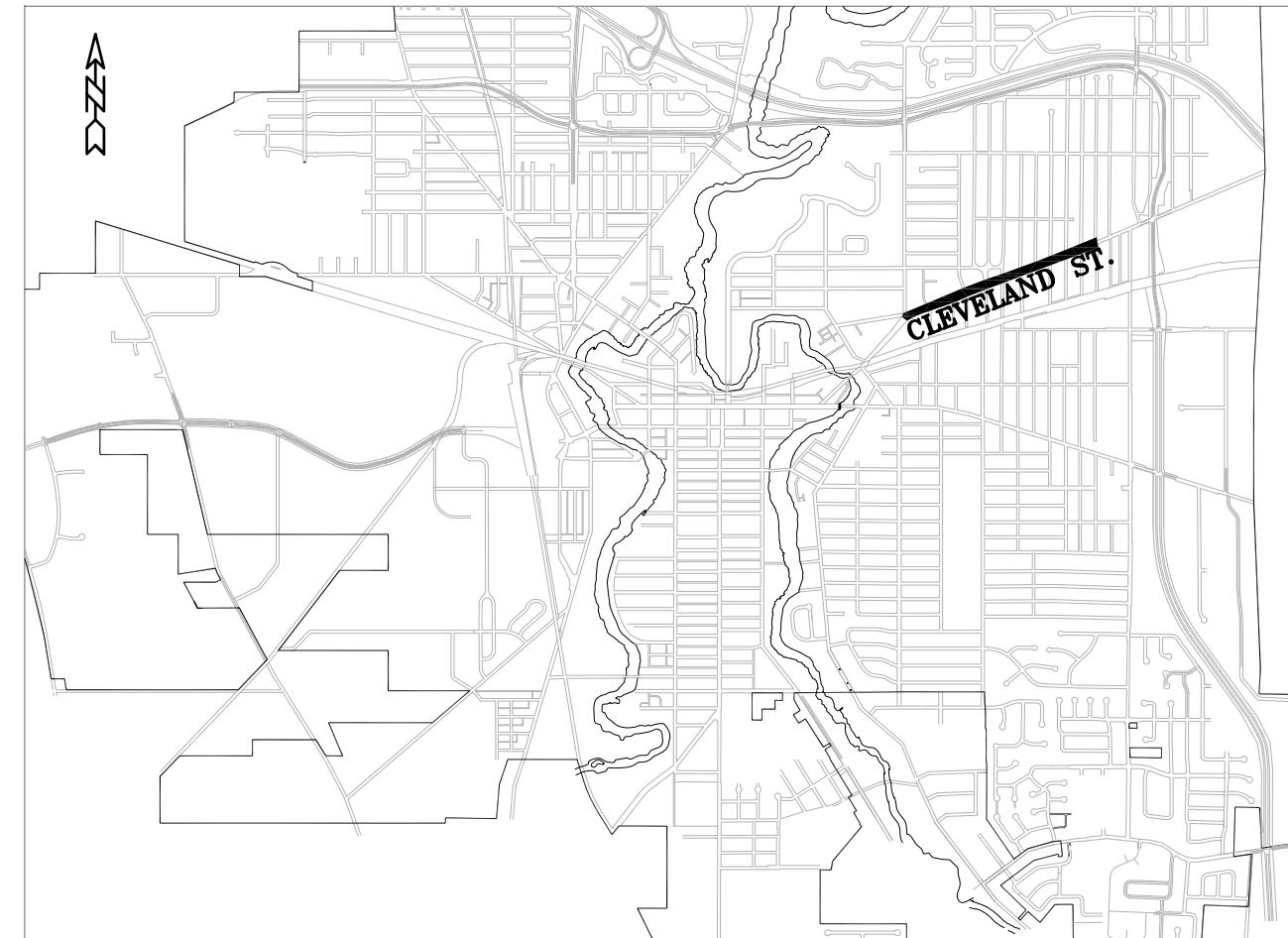
- A transition for the bike lane into the roundabout should be provided, such as wide sidewalks/shared use paths and signage for bike traffic moving through the roundabout intersection.
- Consider utilizing ladder-style crosswalk markings across Cleveland Street, in addition to the contrasting pavement. The visual contrast of a differing pavement type tends to fade over time, and ladder-style markings would maintain the safety benefit of a high-visibility crosswalk. (Example: see West 25th Street and Detroit Avenue intersection crosswalks).
- Consider utilizing the center turn lane to create median refuge islands to improve the safety of crosswalks along the corridor. Median refuge islands are an FHWA Proven Safety Countermeasure.
- The work summarized in this PPR will occur within two subwatersheds: 1) Black River Mainstem and Jackson Ditch-East Branch Black River. According to Ohio EPA's 2018 Integrated Report (IR) Watershed Assessment Unit (WAU) summary, sampling results along the Black River Mainstems subwatershed indicate that the river is in full and partial attainment of its Aquatic Life Uses (ALUs). The WAU lists the causes of impairment as due to nutrients and conductivity modifications associated with municipal point source discharges. According to the 2018 IR WAUs, the Jackson Ditch-East Branch Black River subwatershed's sampling sites are in full, partial and nonattainment due to sedimentation/siltation due to natural causes (Black River falls) NOACA staff recommends that ODOT maintain stormwater runoff on-site for as long as possible to keep nonpoint source pollutants from reaching the Black River. NOACA staff also recommends that ODOT consider incorporating habitat restoration along the river wherever possible.

Committee Review:

Intergovernmental Review and Consultation (IGRC):

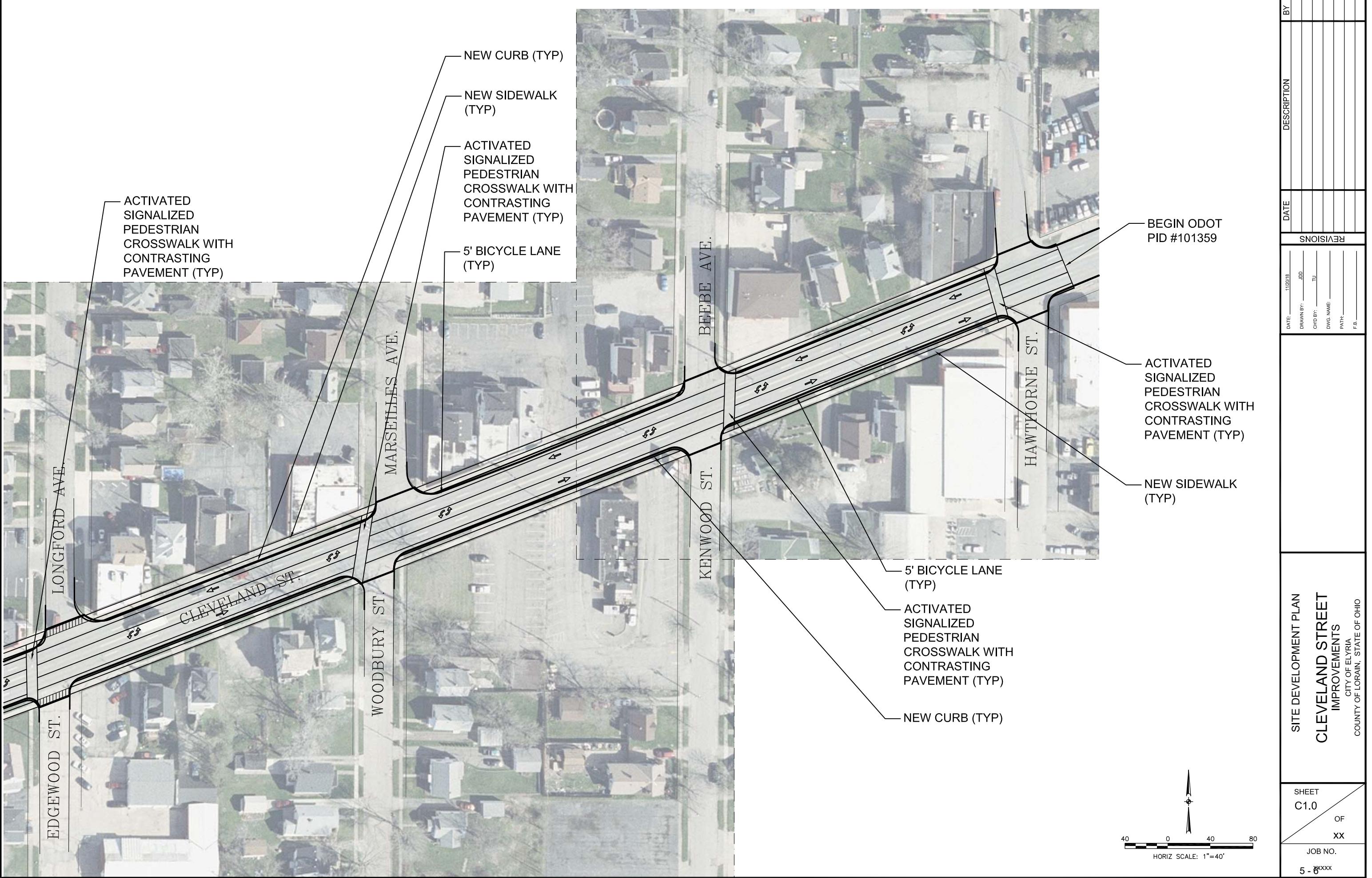
Public Involvement:

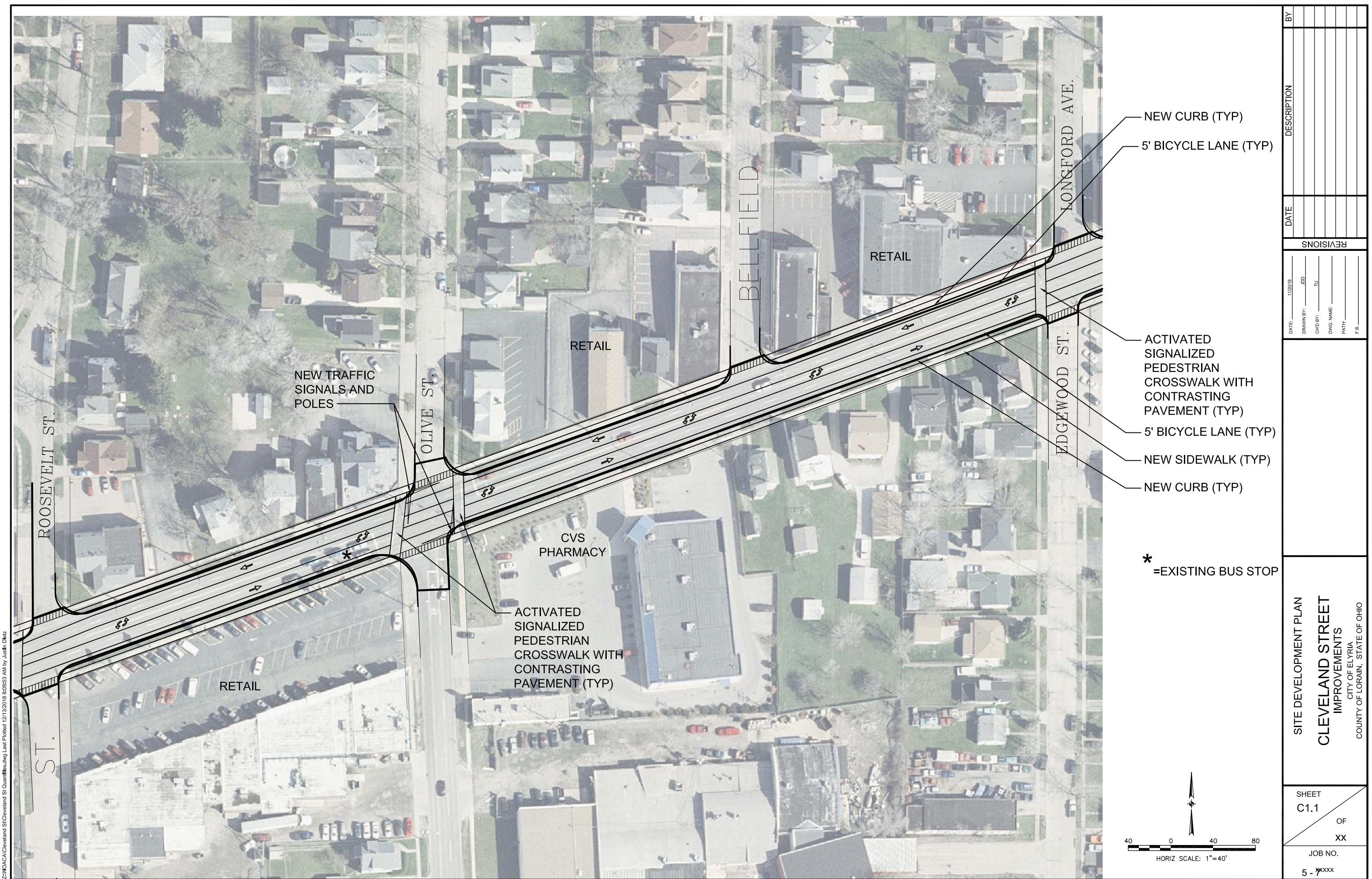
CITY OF ELYRIA
REPAIR, RECONSTRUCTION, & RESURFACING
CLEVELAND STREET
FROM GULF RD. TO HAWTHORNE ST.[®]
CONCEPT PLAN

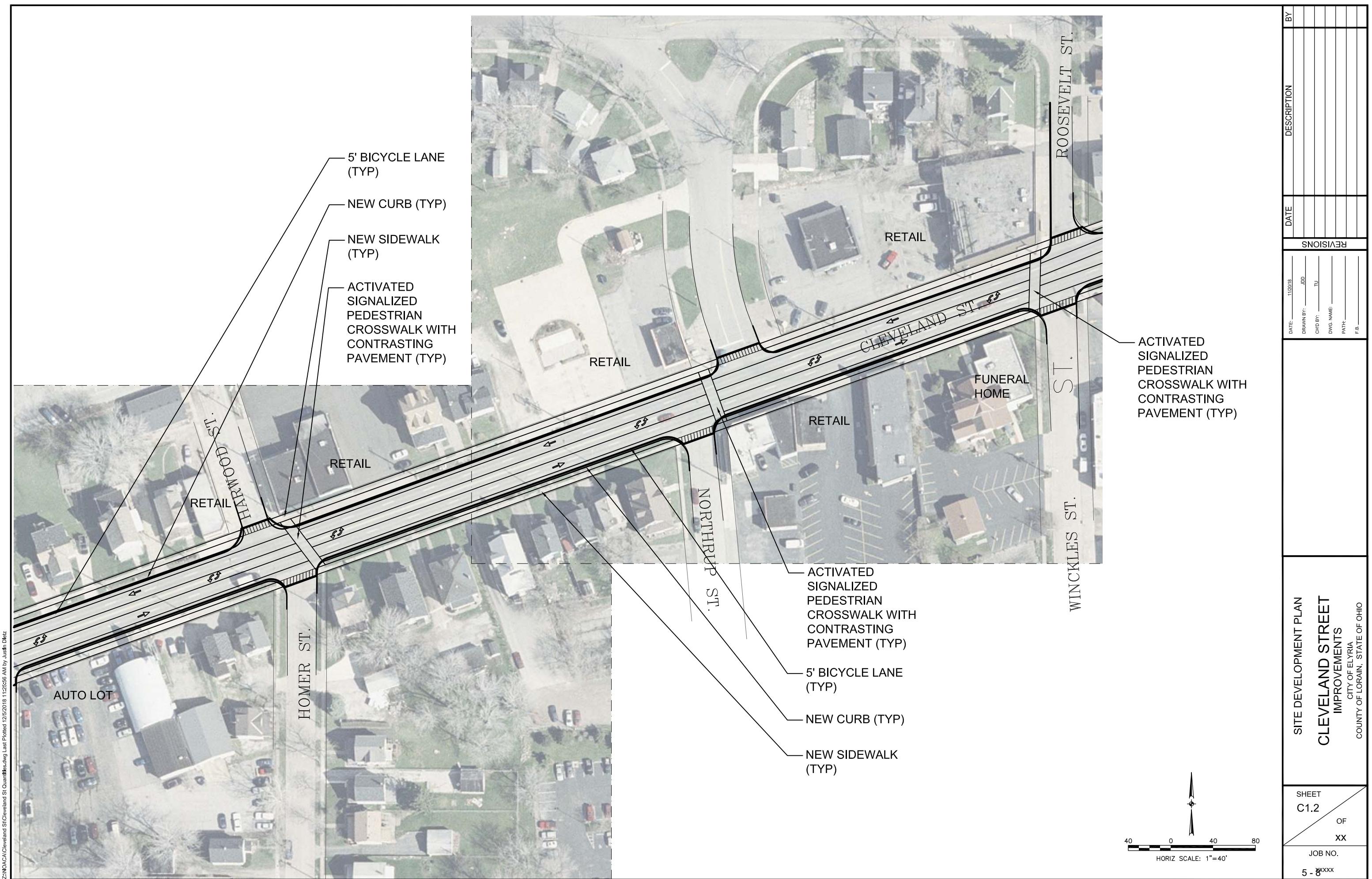


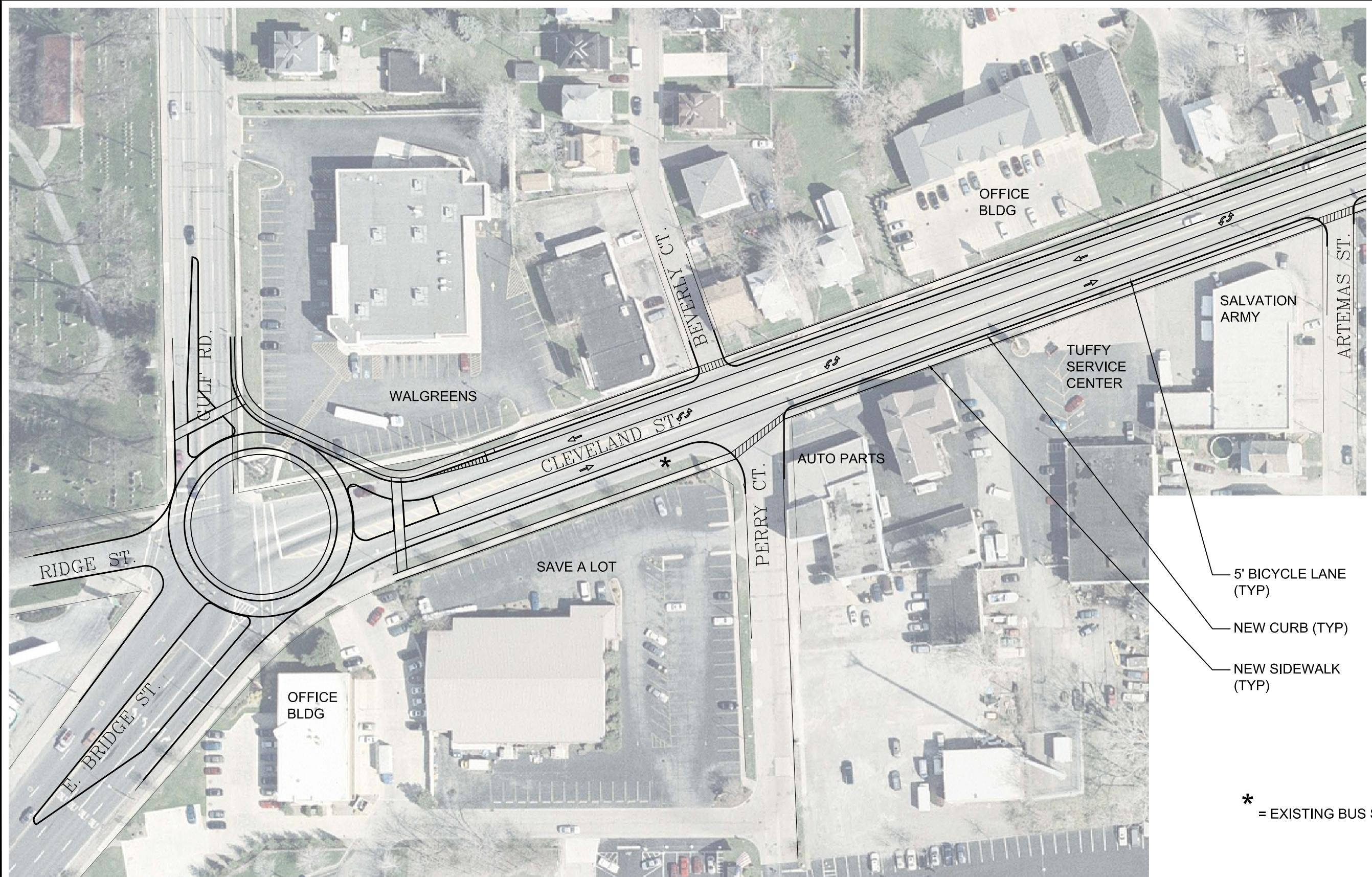
LOCATION MAP

TITLE SHEET		REVISIONS	BY
CLEVELAND STREET	IMPROVEMENTS	DATE: 11/20/18	DRAWN BY: JDD
		CHD BY: TU	DWG. NAME: _____
		PATH: _____	F.B. _____
SHEET C1.0	OF XX		
JOB NO. 5 - 5xxx			

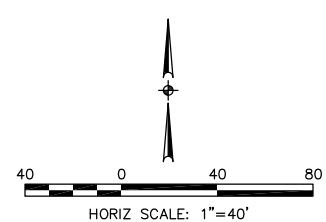




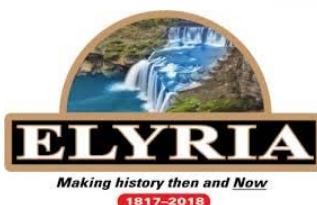




SITE DEVELOPMENT PLAN		CLEVELAND STREET IMPROVEMENTS		CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	
REVISIONS		DATE:	11/20/18	DRAWN BY:	JDD
				CHD BY:	TU
				DWG. NAME:	
				PATH:	
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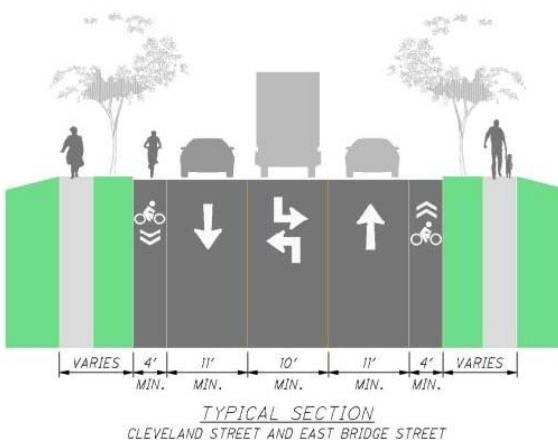


PROBLEM STATEMENT	
<ul style="list-style-type: none"> • Busy commercial corridor • Large skews and irregular lane configurations at 2 of 3 signalized intersections • Rear-end, sideswipe, and left-turn crashes related to driveways and wide pavement area • Designated United States Bicycle Route 30 with no bicycle facilities • Roadway Section Citywide Ranking #8 (Cleveland Street) and #20 (East Bridge Street) • High Priority Corridors SIP FY2015 	

PROJECT FUNDING	Project Phase	Safety Study	PE - Environmental	PE - Detailed Design	Right of Way /Utilities	Construction	Total
	Fiscal Year	2019	2021	2022	2022	2024	
Project Phase Completed	X					N/A	
Previous Safety							\$0.00
New Safety		\$887,000.00	\$144,000.00	\$382,000.00	\$2,992,000.00	\$4,405,000.00	
Sponsor Funding	\$31,775.00	\$222,000.00	\$36,000.00	\$96,000.00	\$1,197,000.00	\$1,582,775.00	
NOACA (STBG or CMAQ)						\$1,795,000.00	\$1,795,000.00
Total	\$31,775.00	\$1,109,000.00	\$180,000.00	\$478,000.00	\$5,984,000.00	\$7,782,775.00	

Additional Funding Detail
PE and RW 80% Safety/20% City, Construction 50% Safety/20% City/30% Other Funding Source
The City of Elyria intends to apply for funding through NOACA for the Cleveland Street and E. Bridge Street corridors, either as STBG or CMAQ funding. Additionally, OPWC funds may be pursued.

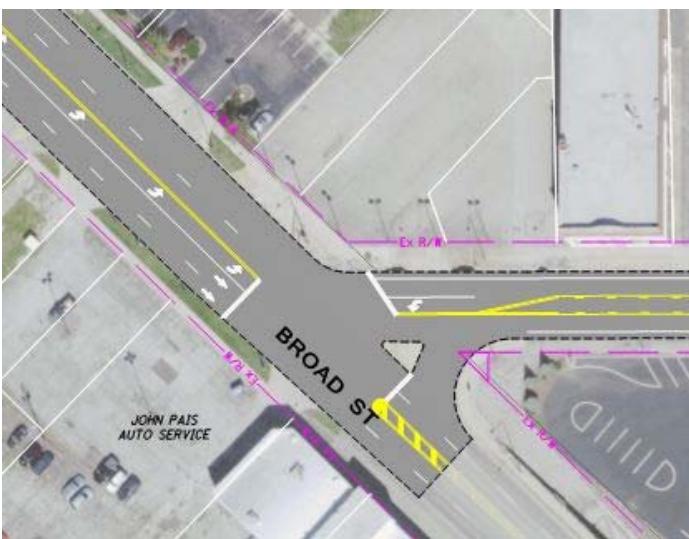
PROPOSED IMPROVEMENTS



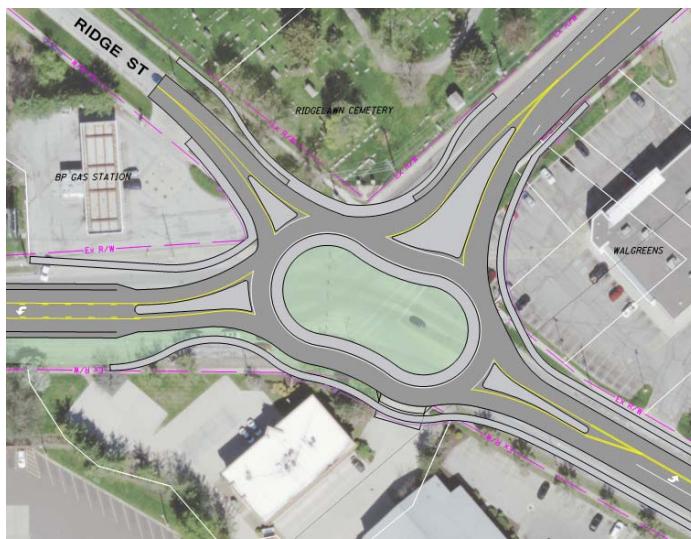
PROPOSED TYPICAL SECTION



ROAD DIET TREATMENT



MODIFIED LANE USE AND PHASING



NON-CIRCULAR ROUNDABOUT

CRASH DATA SUMMARY

Signalized Intersections						
Intersection	Total	PDO	Injury	Dry	Wet/Snow	
East Bridge Street/Broad Street	12	10	2	11	1	
East Bridge Street/Cleveland Street	15	11	4	9	6	
Olive Street/Cleveland Street	11	9	2	5	6	
Total Intersections	38	30	8	25	13	

Road Segments Between Signalized Intersections						
East Bridge Street Segment						
From	To	Total	PDO	Injury	Dry	Wet/Snow
Broad Street	Cleveland Street	23	21	2	16	7

Cleveland Street Segment						
East Bridge Street	Olive Street	Total	PDO	Injury	Dry	Wet/Snow
East Bridge Street	Olive Street	23	16	7	20	3
Olive Street	Hawthorne Street	16	12	4	14	2
Total Cleveland Street segments	39	28	11	34	5	
Total Road Segments	62	49	13	50	12	
Total Study Area	100	79	21	75	25	

PROJECT DESCRIPTION

- Apply a road diet treatment to the East Bridge Street and Cleveland Street Corridors
- Stripe bike lanes throughout the length of both corridors (USBR 30)
- Replace curb on Cleveland Street; sidewalk repairs where needed
- Improvements to the signalized intersections of East Bridge Street at Broad Street and Cleveland Street at Olive Street
- Improve the intersection of East Bridge Street/Cleveland Street with four-leg non-circular roundabout
- Modify lane use and signal phasing at East Bridge Street/Broad Street



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Community Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **Transportation for Livable Communities Initiative (TLCI) Update**

ACTION REQUESTED

No action is requested at this time. This item is included for information and discussion only.

BACKGROUND

NOACA's Transportation for Livable Communities Initiative (TLCI) Program provides assistance to communities for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by:

- Developing transportation projects that provide more travel options
- Promoting reinvestment in underutilized or vacant/abandoned properties
- Supporting economic development
- Ensuring that the benefits of growth and change are available to all members of a community
- Enhancing regional cohesion
- Providing people with safe and reliable transportation choices

The TLCI Program has two components: The TLCI Planning Studies Program and the TLCI Implementation Program. The TLCI Planning Studies Program assists communities to develop transportation planning studies that facilitate and promote sustainable development, multimodal transportation, and complete and green streets. The TLCI Implementation Program provides funding assistance for communities to implement priority projects identified in TLCI or TLCI-like community developed plans.

This year NOACA is soliciting applications for its Planning Study program that promote regional benefit. Applications for community-based planning studies that do not provide a larger regional benefit are not considered to be eligible. Examples of studies that provide a regional benefit and that are being considered this round by NOACA are:

- Downtown Cleveland Transportation Connectivity Study
- Regional Metroparks Trails/Transportation Connections Study
- Regional Lakefront Transportation Connections Study

An application round was opened for both planning studies and implementation projects on August 29, 2019. On October 11, 2019, NOACA received 20 requests for funding: 4 planning study requests totaling about \$476,000 in funding and 16 implementation project requests totaling about \$4.8 million in funding. NOACA's

anticipated three regional planning study projects total \$700,000 in funding. All requests are being evaluated based on the criteria established in the TLCI Policy. Projects requested for both the planning studies and implementation projects are attached.

FINANCIAL IMPACT

There is \$2 million in available funding for the 2020 TLCI program. The TLCI program is funded by an annual set aside from NOACA's Surface Transportation Block Grant (STBG) funds during the development of NOACA's annual Overall Work Program and biennial Transportation Improvement Program.

CONCLUSION/NEXT STEPS

Input received from the Council will be incorporated into the application evaluations.

KS/jt/8359c

Attachment 1 – Applicant and NOACA TLCI Planning Study Requests

Attachment 2 – TLCI Implementation Project Requests

Attachment 1: Applicant and NOACA TLCI Planning Study Requests

SFY20 Applicant TLCI Planning Study Requests						
#	Project Sponsor	Study Name	Project Location	Project Description	Total Project Cost	Local Funding Committed
1	Broadview Heights	Broadview Heights Citywide Bicycle and Multi-use Path Master Plan	Broadview Heights	\$ 90,000	\$ 18,000	\$ 72,000
2	Cuyahoga County Department of Public Works	Cuyahoga County Lakefront Transportation Connection Study	Cuyahoga County	\$ 600,000	\$ 400,000	\$ 200,000
3	Lake County General Health District	Chagrin River Corridor & Lakefront Trail Connection Plan	Lake County	\$ 250,000	\$ 110,000	\$ 140,000
4	Medina County Metro Parks	Medina County Greenways Plan	Medina County	\$ 80,000	\$ 16,000	\$ 64,000
TOTAL				\$ 1,020,000	\$ 544,000	\$ 476,000
SFY20 NOACA TLCI Planning Study Projects						
#	Project Sponsor	Study Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
5	NOACA	Downtown Cleveland Transportation Connectivity Study	Cleveland	\$ 250,000	\$ -	\$ 250,000
6	NOACA	Regional Lakefront Transportation Connections Study	Cuyahoga, Lake, and Lorain Counties	\$ 150,000	\$ -	\$ 150,000
7	NOACA	Regional Metroparks Trails Transportation Connections Study	Regional	\$ 200,000	\$ -	\$ 200,000
TOTAL				\$ 600,000	\$ -	\$ 600,000
PLANNING STUDIES TOTAL				\$ 1,620,000	\$ 544,000	\$ 1,076,000

NOACA SFY2020 TLCI Implementation Project Requests

#	Project Sponsor	Project Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
1	Avon	French Creek Greenway - Phase 1	Avon	\$ 1,118,410	\$ 718,410	\$ 400,000
2	Bay Village	Interurban Connector Trail Project	Bay Village	\$ 211,508	\$ -	\$ 211,508
3	Broadview Heights	Avery Road Improvement (Royalton Rd. (SR82)) to Oakes Rd.	Broadview Heights	\$ 1,332,750	\$ 1,169,216	\$ 163,534
4	Cleveland	Union Avenue-Broadway to Kinsman	Cleveland	\$ 6,500,000	\$ 1,500,000	\$ 400,000
5	Cleveland Metroparks	Richmond Road All Purpose Trail Connector	Glenwillow + Oakwood	\$ 367,800	\$ -	\$ 367,800
6	Elyria	Downtown Elyria Revitalization and Conn. (Phase 4)	Elyria	\$ 348,630	\$ 148,630	\$ 200,000
7	Euclid	Euclid Avenue and E.260th Street Business District Intersection	Euclid	\$ 140,000	\$ 20,000	\$ 120,000
8	Grafton	Envision Main Street Project Phase 1	Grafton	\$ 1,300,360	\$ 900,360	\$ 400,000
9	Mayfield Heights	Mayfield Heights Intersection Safety Improvements	Mayfield Heights	\$ 534,386	\$ -	\$ 534,386
10	North Royalton	State Rd. Sidewalks-North-City Hall to Akins	North Royalton	\$ 100,000	\$ -	\$ 100,000
11	North Royalton	State Rd. Sidewalks-South-Akins to Valley Parkway	North Royalton	\$ 209,745	\$ 25,000	\$ 184,745
12	Olmsted Township	Stearns Rd. Sidewalk and Intersection Improvement Project	Olmsted Township	\$ 800,000	\$ 100,000	\$ 700,000
13	Parma	Broadview + Ridgewood Road Gateway Project	Parma	\$ 279,793	\$ -	\$ 198,629
14	Parma Heights	Parma Heights Pearl Road TLCI Implementation (Phase 4)	Parma Heights	\$ 301,076	\$ -	\$ 301,076
15	Shaker Heights	Warrensville/South Woodland Intersection Pedestrian Improvements	Shaker Heights	\$ 235,000	\$ 80,000	\$ 155,000
16	Wadsworth	Downtown Wadsworth Infrastructure Project	Wadsworth	\$ 7,264,000	\$ 686,400	\$ 400,000
TOTAL				\$ 21,043,458	\$ 5,348,016	\$ 4,836,678



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Community Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: Stakeholder Capacity Building Update

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation purpose only.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

The division of External Engagement and Public Affairs will support the Community Advisory Council (CAC) with the focus areas that were established and approved for 2019:

- 1) Advocacy and outreach for federal, state and local priorities
- 2) Public Engagement (including areas of Environmental Justice)
- 3) Reestablishing relationships with business community

An External Affairs Operating model has been developed to focus on several areas built around roles and responsibilities, leadership, and organizational structure to ensure that all communications, advocacy, and public engagement efforts to build stronger stakeholders relationships are met.

The presentation will update the current results of the CAC's working group initiatives to help NOACA build their stakeholder capacity plan.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

NOACA staff will meet in December to finalize the Stakeholder Capacity Building Plan for use.

GG/dr/8356c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: Community Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **Membership Expansion of Advisory Councils**

ACTION REQUESTED

No action is requested at this time. This item is included for information and discussion only.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

The Governance Committee recently discussed expanding the membership of the Advisory Councils to include emerging future leaders, which will advance the Charter count from 15 to 18 members.

The purpose of expanding the membership count to the Councils will allow emerging professionals opportunities to help advance and reinforce NOACA's mission and agenda. The inclusion of emerging future leaders is expected to help spark new ideas, approaches and perspectives for growing NOACA's stakeholder and community connections, especially targeting specific messages to other future leaders.

The request includes the expansion of three seats for each council. The future leaders will help the Council build and enhance relationships with various government agencies and subdivisions, the media and general public. NOACA advisory councils, whose make-up of business representatives, the general public and large groups affected by transportation decisions, could better inform the Committee's recommendations to the NOACA Board of Directors and enhance NOACA's advocacy on infrastructure-related and environmental issues.

The Councils help monitor community reactions to agency policy, proposals, and progress early in the planning process, and supplement the public involvement activities that NOACA staff performs. The Council also assist the External Affairs Committee in developing agency policies for outreach to the public, business and rural communities.

FINANCIAL IMPACT

There is no financial impact at this time.

CONCLUSION/NEXT STEPS

The External Affairs Committee and NOACA staff will recruit members for each advisory council and establish meeting schedules.

Attachment – Community Advisory Council Charter

NOACA COMMUNITY ADVISORY COUNCIL CHARTER

PURPOSE:	The Community Advisory Council (CAC) will play an important role in providing feedback on how NOACA programs and policies are playing out on the local level to the External Affairs Committee.
GOALS:	The NOACA Community Advisory Council seeks to: <ul style="list-style-type: none">• Promote public awareness of all of NOACA plans and programs, and encourage participation by Greater Cleveland residents
ACTIVITIES:	The Community Advisory Council will: <ul style="list-style-type: none">• Assist in the ongoing communication of NOACA's Regional Strategic Plan to ensure that the general public understands the agency's vision.• Assist in promotion and dissemination of public information and related materials.• Provide continuous and balanced public representation in the development of regional plans and policies.• Provide Board and staff with guidance that conveys residents' perspectives.• Ensure the effectiveness of outreach and engagement strategies by working with staff to serve as a "speakers' bureau" and as a local voice to spread awareness.• Offer advice and assist as local advocates for the Overall Work Program
MEMBERSHIP:	The Community Advisory Council will have 15 members selected from among religious organizations, social service agencies, nonprofits, voter advocacy groups, health advocacy groups, modal organizations, senior organizations, schools, etc. The membership will consist of 11 that are proportionately defined by county/city and 4 that are at-large seats as follows: 4 Cuyahoga; 2 Cleveland; 1 Geauga; 1 Lake; 2 Lorain; 1 Medina; 4 At-Large. Membership terms will be two years.
REPORTING RELATIONSHIP:	The Council reports to the External Affairs Committee.
MEETINGS:	The Council will hold regular meetings on a quarterly basis. Special meetings may be called as needed. A majority of Council members shall constitute a quorum to transact business.
AGENDA AND MINUTES:	The chair will be responsible for establishing agendas for meetings, which will be sent to council members at least seven days in advance of the meeting. Minutes will be approved by council members at the following meeting.
STAFFING:	Agency staff shall provide the Council with administrative and technical support as directed by the chair.



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: Community Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **SAVE: NOACA's Plan for Transportation Safety**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND

NOACA has recently completed SAVE Plan; NOACA's Plan for Transportation Safety. The purpose of the SAVE Plan is to save lives in the NOACA region by identifying actions to reduce the most severe crashes that too often result in fatalities and serious injuries. The SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies and programs, with a long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040. The SAVE Plan provides direction that will enable NOACA and others to work together to set goals and work toward the vision this Plan establishes for the region.

Achieving a safer transportation network requires addressing the interaction among the infrastructure, vehicles and the skill and behavior of travelers. The SAVE Plan incorporates a "6 E's" approach into the safety planning process, acknowledging the key roles that engineering, education, enforcement, emergency response, evaluation, and equity all play in preventing severe crashes and saving lives. After evaluating 10 years of crash data to identify trends, ten emphasis areas associated with fatal and serious injury crashes were identified.

- Intersection
- Roadway Departure
- Young Driver
- Speed
- Impaired Driving
- Older Driver
- Motorcycle
- Pedestrian
- Distracted Driving

- Bicycle

At the meeting, the presentation will provide more detail about the Plan. The full Plan is available on NOACA's website at this [link](#).

In order to influence emphasis areas closely associated with driver behavior, the Ohio Traffic Safety Office (OTSO) and ODOT work together to develop a rolling calendar of safety campaign messaging to raise public awareness on specific emphasis areas and initiatives promoted by the National Highway Traffic Safety Administration (NHTSA). Typically these campaigns involve messaging pushed out via social media and press releases, supported with messaging by ODOT on freeway message boards, and often coupled with increased enforcement. The full OTSO safety calendar may be viewed on their website at this [link](#).

NOACA encourages local public safety partners to be aware of broad safety campaign messaging and to use campaign materials provided by [Traffic Safety Marketing](#) and ODOT (including the "[Your Move](#)" campaign) to educate and encourage road users in their jurisdictions to obey traffic laws and practice safer behaviors.

Continuing support of education and outreach programs is necessary to make and continue positive changes in behavior of the traveling public. At the national level, significant reductions have been made in reducing the rate of fatalities for unbelted motorists (reduced from 54% to 48% between 2007 to 2016) and alcohol-impaired driving fatalities (reduced from 32% to 28% between 2007 to 2016); however, both emphasis areas still comprise a large fraction of all crash fatalities. (Source: Terry Shelton, Associate Administrator, National Center for Statistics and Analysis, "2016 Fatal Crash Overview" presented on December 14, 2017.)

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

NOACA will develop and support key initiatives in partnership with other organizations to advance safe projects and to encourage safer traveler behavior. Agencies within the NOACA region are encouraged to assist the Ohio Traffic Safety Office with maximizing impact of statewide message campaigns by cross-promoting these messages at the community level.

GG/KS/bb/8358c

Agenda Item No. 6

REPORTS/UPDATES

Agenda Item No. 7

OLD BUSINESS

Agenda Item No. 8

NEW BUSINESS

Agenda Item No. 9

ADJOURN

